

Orig.

8404

Diag'd. on diag. ch. No. 1256

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photo Compilation

Field No. _____ Office No. T-8404

Herz. Acc'y Test

LOCALITY

State Florida

General locality Florida West Coast

Locality Sarasota County

Bee Ridge Quad.

1944

CHIEF OF PARTY

Comdr. Ray L. Schoppe

LIBRARY & ARCHIVES

DATE January 7, 1948

B-1870-1 (1)++

8404

DATA RECORD

T-8404

Quadrangle (II): BEE RIDGE

Project No. (II): 290

Field Office: Tampa, Florida

Chief of Party: Ray L. Schoppe

Compilation Office: Tampa, Florida Chief of Party: Ray L. Schoppe

Instructions dated (II III): 11/16/42

Copy filed in Descriptive
Report No. T- (VI)
Div. Photogram. Office Files

Completed survey received in office: 17 May 1944

Reported to Nautical Chart Section:

Reviewed: 2 June 1944 Applied to chart No. Date:

Redrafting Completed: 20 June 1944

Registered: ~~18 Jan 1947~~ ^{Jan 1945} Published: 1944

Compilation Scale: 1:20,000 Published Scale: 1:31680

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L. 1929

Reference Station (III): BEE RIDGE, 1934

Lat.: 27°15'00.744" Long.: 82°23'21.103"
(22.9 M) (580.5 M) Adjusted
#####

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12623	11/12/42	-	1:20,000	Inshore Sheet
12624	"	-	"	
12625	"	-	"	
12696	"	-	"	
12697	"	-	"	

Tide from (III): --

Mean Range: --

Spring Range: --

Camera: (kind or source) U. S. C. & G. S. Nine Lens

Contours and

Field Inspection by: C. A. Moritz

date: February, 1944

Field Edit by: *George E. Karnadze*

date: 1944

Date of Mean High-Water Line Location (III): --

Projection and Grids ruled by (III) Wash. Office

date: --

" " " checked by: " "

date: --

Control plotted by: M. Rutkin

date: March, 1944

Control checked by: J. H. S. Billmyer

date: March, 1944

Radial Plot by: Tampa Office Personnel

date: March, 1944

Detailed by: Adelaide L. Parker

date: April-May, 1944

Reviewed in compilation office by: A. L. Kidwell

date: May, 1944

Elevations on Field Edit Sheet
checked by: C. M. Allen

date: March 1944

STATISTICS (III)

Land Area (Sq. Statute Miles): 66.2

Shoreline (More than 200 meters to opposite shore): --

Shoreline (Less than 200 meters to opposite shore): --

Number of Recoverable Topographic Stations established: --

Number of Temporary ^{Topographic}~~Hydrographic~~ Stations located by radial plot: 1

Leveling (to control contours) - miles: 92.7

Roman numerals indicate whether the item is to be entered by
(II) Field Party, (III) Compilation Party, or, (VI) the Washington
Office.

When entering names of personnel on this record give the surname
and initials, not initials only.

Remarks:

General Procedure in the Production of Topographic Quadrangles for the War Department 7-8404

This quadrangle, together with similar adjoining maps produced under Project C.S. 280-C, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore Tampa Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

DESCRIPTIVE REPORT TO ACCOMPANY
QUADRANGLE T-8404
Project CS 290 C
Ray L. Schoppe, Comdr., Chief of Party

1. Description of the Area. Quadrangle 8404 is situated east of Sarasota, Florida, in Sarasota County. It is bounded on the north by $27^{\circ}22.5'$ north latitude, on the east by $82^{\circ}22.5'$ west longitude, on the south by $82^{\circ}15'$ north latitude, and on the west by $82^{\circ}30'$ west longitude.

The region is poorly drained and very flat. Only one stream is found in this area, and this one is of relatively little importance. A series of large ditches, or "canals" as they are called by the natives, drains the major portion of the area. Several swampy or marshy areas have been drained, and the black, fertile swamps are now used as celery and truck farms.

The maximum elevation is approximately 48 feet, and occurs in the northeastern portion. The total relief, including the entire area, is only slightly more than 30 feet. The general slope of the land is from north to south; however, the slope is gentle, as is shown by the distance between the two main contours. The region is pock-marked by numerous sink holes which account for the many intermittent ponds and swamp areas.

Scattered pine trees and palmetto make up the vegetation of the major portion of the quadrangle. Deciduous trees occur in and around the low, swampy areas. A number of citrus groves are found scattered throughout the region.

Included in the culture of the area are two railroads, the Atlantic Coast Line, and the Seaboard Air Line, and two highways, Florida State Routes 18 and 220. There are no important cities or towns within the quadrangle; the villages of Fruitville, Sunnyland, and Belspur, all of which are very small, represent the only settlements in the area. Ringling Brothers Circus winter headquarters are situated in the northwestern corner. Several celery packing plants are found in the vicinity of the celery farms; an orange packing plant is located south of the truck farming region on the Seaboard Railroad. One power line, which does not follow the roads or highways, occurs along the western boundary of the quadrangle. A large number of barns and sheds are located along the roads and ditches in the celery farms. Farm houses, barns, a few stores, a turpentine camp, a camp for truck farm laborers, a number of sand roads, and a U. S. Army Rifle Range, make up the remainder of the culture of the quadrangle.

2. Completeness of Field Inspection. All field inspection for the classification and clarification of detail on the photographs has been completed. This includes the location and identification of such features as buildings, schools, churches, roads, wooded areas, etc., have been investigated in the field, and are shown on the photographs. All roads and highways, with the exception of a few field roads, have been classified in accordance with instructions; the few which have not been classified on the photographs should be

classified as 4UP roads (some of these may be deleted, if desired).

3. Interpretation of the Photographs. The photographs, as concerns photograph's tones and densities, are typical of others for this region. There are only a few densely wooded areas in the quadrangle. Deciduous trees predominate in the densely wooded areas and are recognized by the characteristic gray tone. Areas covered by evergreen trees exhibit a darker gray tone; however, most of the evergreen areas are scattered pines. The sink holes or intermittent ponds are recognized by their more or less circular outline; those which contained water at the time the area was photographed exhibit a very dark gray, almost black, photographic tone. The smooth solid gray areas which are widely scattered throughout the quadrangle represent areas of heavy palmetto growth. All of the palmetto areas have not been indicated on the photographs, because of the fact that it occurs in most pastures, and areas of scattered pine trees; however, it can be easily recognized by its characteristic tone.

4. Horizontal Control. Horizontal control has been recovered and identified on the photographs by W. Bever, Jr. Topo. Engr., and J. A. Webb, Sr. Engr. Aid. Proper recovery notes, pricking cards, and accuracy of identification on the photographs have been completed, checked, and forwarded to the compilation office, according to instructions.

5. Vertical Control. Vertical control for the planstable work was completed by J. W. Brett, Sr. Photo. Aid, and party. All elevations which were checked by the topographic party were found to be within the accuracy limits, and may be shown on the final map if desired.

Supplemental level lines were run between U. S. Coast and Geodetic Survey bench marks. All ties were made with a main loop run between bench marks placed about one mile apart.

An effort was made to place the points where they would be most useful to the topographic party.

6. Contours and Drainage. The sketching of the contours was done on nine lens photographs, scale of 1:20,000, numbers 11624, 11622, 11696, 11697, and 11698, by standard methods using the U.S. Coast and Geodetic Survey planetable and alidade. Shots were taken at critical points and elevations were established at these points.

Because of the fact that the region is not heavily wooded, the contours could be sketched with relatively few planetable shots. The depression contours were sketched by determining an elevation in the center or on the edge of the sink hole, and drawing the contour to correspond with the outline of the feature, as it appears on the photographs.

The original appearance of the contours has been altered by the ditches and spoils bank which drain the region. All these ditches and banks which affect the contours have been shown, but it may be necessary to exaggerate them in order to show them on the 1:62,500 scale.

Items 7, 8, 9, and 10 are inapplicable to this quadrangle.

11. Landmarks and Aids to Navigation. A fire tower in the Southeastern part of the quadrangle has been located and form 567 is submitted. ✓

12. This item is inapplicable to this quadrangle.

13. Landing Fields and Aeronautical Aids. There are no landing fields or aeronautical aids within the limits of this quadrangle.

14. Road Classification. All roads have been classified in accordance with instructions, as has been noted in item 2.

15. Bridges. Bridges have been classified according to instructions by C. C. Fryer, Jr. Topo. Engr.

16. Buildings and Structures. The buildings and structures in the quadrangle have been classified on the photographs in accordance with instructions. All churches, schools, postoffices, stores, etc., have been identified and named. The barns and sheds in the celery farms and along the irrigation ditches have been circled in red and marked "b". All buildings which are dwellings are circled in red ink and not named. Unsubstantial and small farm buildings have been deleted in accordance with instructions.

17. Boundary Monuments and Lines. These have been completed according to instructions by C. C. Fryer, Jr. Topo. Engr.

18. Geographic Names. This will be the subject of a separate report by J. Stingley, Jr. Topo. Engr. *LA*

19. Junctions. Satisfactory junctions have been made with all adjoining quadrangles.

20. Data. Contours and field inspection and drainage are shown on photographs 11622, 11624, 11696, 11697, and 11698. Supplemental fly levels are found on photographs 11695 and 11697 (second copy). Bridges are shown on photographs 11623 and 11624.

The following notes have been made by Mr. C. C. Fryer, Jr. Topo. Engr.:

The political subdivision lines as shown on the photographs have been transferred to the photographs from a general highway and transportation map prepared by the Florida State Roads Department. This map is published on a small scale and an attempt has been made to transfer the political subdivision boundaries to the photographs as accurately as possible but due to the varied scale of the photographs on which they were placed it is not to be assumed that they are correct. It is recommended that they be checked during the field edit of this quadrangle on the compilations which are to a true scale of 1:20,000. Each photograph which touches or borders a quadrangle should be examined to locate these boundaries. In many cases they will appear on the wings of the photographs.

This same rule must be followed in regard to the classification of bridges.

Respectfully submitted:

Carl A. Moritz

Carl A. Moritz
Jr. Topo. Engr.
March 24, 1944

Approved:

Ray L. Schoppe
Ray L. Schoppe
Chief of Party

17. Sound of mountains and lakes. These have been com-
pleted according to instructions by J. C. Taylor, Jr. 1933. May.

1045

18. Geographic names. This will be the subject of a

△ Goodrich 1934 BM. 5 Top 0
Bee Ridge 1934 B 93 Goodrich Ry
PT 2 1944 C Bee Ridge fire tower
PT 3 " d
A 12 " E
B 12 " F
C 12 " G
D 12 " H
E 12 " X
F 12 " Y

The following notes have been made by J. C. Taylor, Jr. 1933. May.

Z
E 94

The political subdivision lines as shown on the photo-
graphs have been transferred from a general
outline and transportation as reported by the Florida State Roads
Department. This map is published on a small scale and an attempt
has been made to transfer the political subdivision boundaries to
the photographs as accurately as possible but due to the varied
scale of the photographs on which they were placed it is not to be
assumed that they are correct. It is recommended that they be
checked during the field edit of this quadrangle on the compilation
which are to a true scale of 1:100,000. For photographs which
concern or border a quadrangle should be examined to locate these
boundaries. In many cases they will appear on the wings of the
photographs.

This name will be followed in regard to the classifica-
tion of bridges.

Respectfully submitted:

Carl A. Moxley
Jr. Topo. Eng.
March 24, 1934

Approved:

Ray E. Conner
Chief of Party

COMPILATION REPORT
To Accompany
SHEET NO. T-8404

26. CONTROL

Two triangulation and two traverse stations fall within the limits of the sheet and were used for control. All stations could be held to in the radial plot and were adequate.

27. RADIAL PLOT

The main radial plot, of which this sheet was a part, is covered in the compilation report for Sheet No. T-8399.

28. DETAILING

The photographs were clear and of fair scale. No difficulty was experienced in the detailing as the field inspection was sufficient.

The sheet was detailed in two parts to hasten the field review and transmittal.

29. SUPPLEMENTAL DATA

No maps or plans by other organizations were used to supplement the photographs or field inspection.

34. LANDMARKS AND AIDS TO NAVIGATION

One landmark, Bee Ridge Fire Tower, has been located on the sheet. Its correct geographic position is listed on attached Form 567.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

There are no existing topographic quadrangle maps with which a comparison can be made.

45. COMPARISON WITH NAUTICAL CHARTS

None of the published nautical charts covers the area in detail.

Respectfully submitted,

Adelaide L. Parker

Adelaide L. Parker,
Engr. Draftsman

Forwarded by:

Ray L. Schoppa
Ray L. Schoppa,
Chief of Party.

FIELD EDIT REPORT
To Accompany
SHEET NO. T-8404

46. METHODS

In editing the map compilation, all roads were traversed by truck. Due to the presence of many roads, walking was necessary only in a few places in order to make a visual inspection of all topographic features. All buildings, roads, ditches, etc. that were added to the compilation were plotted by measurements from topographic features.

All additions, corrections and deletions are to be found on the photostatic print (in 4 parts) of the map compilation. Yellow ink was used for additions, classifications and corrections; green ink was used for all deletions.

All citrus was classified by the field edit party. Where the trees were large, and overlapped the ground, they were classified as "A"; where they were small, or scattered they were classified as "C".

The elevations shown on the map compilation were not checked against those shown on the field photographs, as the photographs were not accessible to the field edit party.

47. ADEQUACY OF THE COMPILATION

The compilation was found to be adequate and complete except for the additions, deletions and corrections noted on the field edit sheet.

48. ACCURACY TESTS

The writer has no knowledge of any accuracy tests in this quadrangle. However, a vertical accuracy test in quadrangle T-8402 was accomplished by the writer, (which was contoured by Mr. Carl A. Moritz, who accomplished the contours in this quadrangle) and the contours were found to be within the limits of the accuracy required.

14. ROAD CLASSIFICATIONS

All road classifications were checked in the field and corrections made where necessary. All roads not previously classified were classified according to instructions.

15. BRIDGES

All bridges not previously classified were classified according to instructions. The classifications given bridges by the field edit party are to supersede all other classifications.

17. BOUNDARY MONUMENTS AND LINES

All boundary lines were checked, and a correction was made of a Precinct boundary line in the southwestern part of the quadrangle. The boundary line is now in agreement with the line shown on a map furnished by the County Commissioners office of Sarasota County.

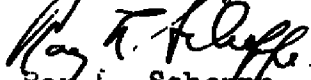
19. DITCHES AND CANALS

The greater part of this quadrangle is drained by man-made canals or ditches. Some of the larger ones, which are known locally as canals, have been labeled as canals insted of being classified as large ditches.

Respectfully submitted,

George E. Varnadoe,
Prin. Photo. Aid.

Forwarded by:


Ray L. Schoppe,
Chief of Party.

TESTS FOR HORIZONTAL ACCURACY
 Quadrangles T-8404 & 8405
 Project CS 290 C

This test consists of a traverse between triangulation station GOODRICH and triangulation station SARAS. This is a second order traverse run by the party of Lieut. Comdr. G. W. Lovesee. It contains 30 test points, 27 of which were well defined and compiled. All of the points compiled are within the boundaries of quadrangle T-8404, with the exception of one (P.P. 30), which is in quadrangle T-8405.

The traverse closure is one part in 16,428, and a discrepancy of 1.74 meters was adjusted through the traverse. The test points are referred to in the computations as P.P. (Photograph Point No.) and the test points are scaled from the map manuscript and referred to as M.M.

Tabulation of Test Points

Description of point	Test point number	Latitude	Longitude	Difference in mm.
Inter. of road & ditch 90 degrees	P.P. 2 M.M. 2	27 20 542.0 545.0	82 23 500.0 503.0	.212
Inter. of road & ditch, 90 degrees	P.P. 3 M.M. 3	27 20 518.9 522.0	82 24 180.0 180.0	.31
Inter. of road & road, 90 degrees	P.P. 4 M.M. 4	27 20 518.3 522.0	82 24 499.8 500.0	.157
Inter. of road & road, 80 degrees	P.P. 5 M.M. 5	27 20 507.9 510.0	82 24 1244.0 1248.0	.249
Inter. of road & road, 90 degrees	P.P. 6 M.M. 6	27 20 500.0 505.1	82 25 4.1 4.0	.255
Inter. of road & road, 90 degrees	P.P. 8 M.M. 8	27 20 523.2 526.0	82 25 1026.7 1030.0	.215
Center N. end of ware- house	P.P. 9 M.M. 9	27 20 511.6 514.0	82 26 191.6 190.0	.144
Inter. of road & ditch, 90 degrees	P.P. 10 M.M. 10	27 20 522.9 527.0	82 26 779.8 781.0	.279
Inter. of road & road, 90 degrees	P.P. 11 M.M. 11	27 20 504.5 507.0	82 26 1389.6 1393.0	.215
Inter. of road & road, 90 degrees	P.P. 12 M.M. 12	27 20 498.0 508.0	82 26 1594.1 1600.0	.546 X
Inter. of road & ditch, 90 degrees	P.P. 13 M.M. 13	27 20 478.6 481.0	82 27 563.5 560.0	.208
Inter. of road & ditch, 90 degrees	P.P. 14 M.M. 14	27 20 467.8 481.0	82 27 908.5 904.0	.696 X

Description of point	Test point number	Latitude	Longitude	Difference in mm.
Inter. of road & road, 75 degrees	P.P. 15 M.M. 15	27 20 451.2 459.0	82 27 1431.5 1437.0	.476
Inter. of road & road, 90 degrees	P.P. 16 M.M. 16	27 20 452.1 457.0	82 28 159.4 161.0	.257
S.E. corner of store	P.P. 17 M.M. 17 ^c	27 20 472.8 479.0	82 28 167.7 170.0	.351
Inter. of road & road, 90 degrees	P.P. 18 M.M. 18	27 20 454.0 461.0	82 28 370.3 377.0	.484
Inter. of road & road, 90 degrees	P.P. 19 M.M. 19	27 20 457.4 467.0	82 28 722.7 720.0	.497
Inter. of road & ditch, 90 degrees	P.P. 21 M.M. 21	27 20 425.7 435.0	82 29 174.3 172.0	.471
Inter. of road & ditch, 90 degrees	P.P. 22 M.M. 22	27 20 416.8 425.0	82 29 715.0 715.0	.475
Inter. of Railroad & road, 90 degrees	P.P. 23 M.M. 23	27 20 417.1 427.0	82 29 980.4 980.0	.481
Inter. of Railroad & road, 90 degrees	P.P. 24 M.M. 24	27 20 417.1 426.0	82 29 1215.6 1214.0	.462
Inter. of creek & road, 75 degrees	P.P. 25 M.M. 25	27 20 417.4 427.0	82 29 1359.1 1360.0	.481
Inter. of road & road, 90 degrees	P.P. 26 M.M. 26	27 20 421.4 427.0	82 29 1408.3 1408.0	.281
Inter. of road & road, 90 degrees	P.P. 27 ^c M.M. 27	27 20 835.0 840.0	82 29 1407.6 1406.0	.262
S.E. corner Airport Hangar	P.P. 28 M.M. 28	27 20 1190.2 1192.0	82 29 1423.0 1428.0	.264
Road Inter., 90 & 45 degrees	P.P. 29 M.M. 29	27 20 1660.5 1664.0	82 29 1409.5 1408.0	.289
Inter. of Road & Road, 90 degrees	P.P. 30 M.M. 30	27 20 1655.9 1660.0	82 30 584.4 580.0	.297

The manuscript error is less than .5 mm. at all points tested except for test points 12 & 14; the horizontal accuracy is 93%, which is within the requirements of accuracy.

Approved by:

Ray L. Schoppe
Chief of Party.

Submitted by: 6/17/44

L. W. Swanson,
Lieut. Comdr.

TO BE CHARTED

STRIKE OUT ONE

LANDMARKS FOR CHARTS

**Tampa Photogrammetric Office
Tampa, Florida**

~~May 23~~ 1944

I recommend that the following objects which ~~have~~ (have not) been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing.

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

T-8404

Remarks

Decisions

1		USGB
2		
3		Railway Guide
4		"
5		Road Maps
6		
7		271824
8		272823
9		272824
10		"
11		"
12		"
13		"
14		"
15		"
16		273825
17		273824
18		"
19		273825
20		273824
21		"
22		"
23		"
24		273823
		273824
		"
		273823

GEOGRAPHIC NAMES

Survey No. T-8404

BEE RIDGE quadrangle

Name on Survey

	A	B	C	D	E	F	G	H	K	
✓ Florida										1
✓ <u>Sarasota County</u>										2
✓ <u>Atlantic Coast Line R.R.</u>										3
✓ <u>Seaboard Air Line Ry.</u>										4
✓ <u>State No. 18, 220</u>										5
✓ <u>Sunnyland</u>		village								6
✓ <u>Cow Pen Slough</u>										7
✓ <u>Sugar Bowl Road</u>		(No. 220)								8
✓ <u>Bee Ridge Road</u>										9
✓ <u>Clark Road</u>										10
✓ <u>Bee Ridge</u>		(village)								11
✓ <u>Gillaspie School</u>										12
<u>Bee Ridge Presbyterian Church</u>										13
<u>Bee Ridge Baptist Church</u>										14
✓ <u>Sawyer Road</u>										15
✓ <u>Sarasota</u>		(part of it here)								16
<u>Ringling Brothers Circus Winter Quarters</u>										17
✓ <u>Jewish Memorial Park</u>										18
<u>Beverly Terrace</u>										19
✓ <u>Fruitville</u>										20
<u>Fruitville School</u>										21
✓ <u>Friendship Church</u>										22
✓ <u>Tatum</u>										23
✓ <u>Fordville</u>										24
✓ <u>Palmer School</u>										25
✓ <u>Old Myakka Road</u>										26
✓ <u>Myakka Road</u>		(No. 18)								27

Names underlined in red approved
by L. Heck on 6/15/44

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault.

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch.

Glass negatives of the color separation drawings.

Filed in the Library.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract.

Film negatives and film positives of the color separation drawings.

All color separation drawings.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T- 8404

Fla
Bee Ridge QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

No tests made in this quadrangle
No vertical accuracy test was made on this quadrangle
The Horizontal accuracy test is filed in this descriptive

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

None

Comparison with Nautical Charts Nos.

None

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

None of consequence

Reviewed 2 June 1948 By H R Brooke
under direction of D. H. Benson *per L 75*

Inspected by B. G. Jones *B.G. Jones 1/48*

Examined and approved:

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Chief, ~~Survey Branch~~
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R. H. Williams
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Surveys *148*